

**2003**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**261**  
Town of Mineral

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Annual Average Daily Traffic Volume Estimates By Section of Route  
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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Mineral																
22	0.15	9100	N	From:	WCL Mineral				N	0.082	N	0.527	9100	N	2003	
				95%	0%	2%	0%	2%								0%
				To:	US 522											
208 22	0.15	9100	N	From:	CL Mineral				N	0.082	N	0.527	9100	N	2003	
				95%	0%	2%	0%	2%								0%
				To:	RT 522 & RT 22 MINERAL											
208 522	0.39	3300	G	From:	RT 522 & RT 22 MINERAL				F	0.083	F	0.524	3300	G	2003	
				94%	0%	2%	1%	3%								0%
				To:	CL Mineral											
522 Pendelton Rd	0.66	4400	N	From:	SCL Mineral				N	0.093	N	0.545	4300	N	2003	
				94%	0%	2%	1%	3%								0%
				To:	SR 22											
522	0.39	3300	G	From:	SR 22				F	0.083	F	0.524	3300	G	2003	
				94%	0%	2%	1%	3%								0%
				To:	NCL Mineral											
618 54	0.54	3000	G	From:	ECL MINERAL				F	0.09	F	0.520	3000	G	2003	
				95%	1%	3%	0%	1%								0%
				To:	US 522											
1101 54	0.07	80	R	From:	US 522					NA			NA		1998	
				To:	54-1102											
1101 54	0.07	40	R	From:	54-1102					NA			NA		1998	
				To:	54-1103											
1101 54	0.07	10	R	From:	54-1103					NA			NA		1998	
				To:	54-1104											
1101 54	0.07	10	R	From:	54-1104					NA			NA		1998	
				To:	Dead End											
1102 54	0.08	60	R	From:	54-618					NA			NA		1998	
				To:	54-1101											
1102 54	0.13	20	R	From:	54-1101					NA			NA		1998	
				To:	US 522											
1103 54	0.08	20	R	From:	54-1101					NA			NA		1998	
				To:	54-618											
1103 54	0.08	40	R	From:	54-618					NA			NA		1998	
				To:	54-1114											
1103 54	0.27	20	R	From:	54-1114					NA			NA		1998	
				To:	54-1110											
1104 54	0.01	30	R	From:	54-1114					NA			NA		1998	
				To:	0.01 MN 54-1114											
1104 54	0.07	48	R	From:	0.01 MN 54-1114					NA			NA		1998	
				To:	54-618											
1104 54	0.08	20	R	From:	54-618					NA			NA		1998	
				To:	54-1101											
1105 54	0.08	48	R	From:	54-1108					NA			NA		1998	
				To:	54-1115											
1105 54	0.17	70	R	From:	54-1115					NA			NA		1998	
				To:	54-1110											
1105 54	0.07	50	R	From:	54-1110					NA			NA		1998	
				To:	54-1116											
1105 54	0.04	30	R	From:	54-1106					NA			NA		1998	
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Mineral																
<div>1106</div> <div>54</div>	0.06	80	R	From:	54-1109						NA			NA		1998
				To:	54-1105											
<div>1106</div> <div>54</div>	0.07	110	R	From:	54-1117						NA			NA		1998
				To:	54-1121											
<div>1106</div> <div>54</div>	0.07	190	R	From:	US 522						NA			NA		1998
				To:	Dead End											
<div>1106</div> <div>54</div>	0.06	210	R	From:	US 522						NA			NA		1998
				To:	Dead End											
<div>1106</div> <div>54</div>	0.03	20	R	From:	Dead End						NA			NA		1998
				To:	Dead End											
<div>1107</div> <div>54</div>	0.08	40	R	From:	54-1120						NA			NA		1998
				To:	54-1110											
<div>1107</div> <div>54</div>	0.09	130	R	From:	54-1110						NA			NA		1998
				To:	54-1114											
<div>1107</div> <div>54</div>	0.27	190	R	From:	54-1114						NA			NA		1998
				To:	54-618											
<div>1107</div> <div>54</div>	0.08	230	R	From:	54-618						NA			NA		1998
				To:	54-1127											
<div>1108</div> <div>54</div>	0.07	NA		From:	54-1127						NA			NA		
				To:	54-1126; Gap											
<div>1108</div> <div>54</div>	0.07	80	R	From:	54-1109; Gap						NA			NA		1998
				To:	54-1105											
<div>1108</div> <div>54</div>	0.06	180	R	From:	54-1105						NA			NA		1998
				To:	54-1117											
<div>1108</div> <div>54</div>	0.12	260	R	From:	54-1117						NA			NA		1998
				To:	US 522											
<div>1108</div> <div>54</div>	0.05	20	R	From:	US 522						NA			NA		10/15/2001
				To:	Dead End											
<div>1109</div> <div>54</div>	0.13	40	R	From:	54-665						NA			NA		1998
				To:	54-1123											
<div>1109</div> <div>54</div>	0.08	140	R	From:	54-1123						NA			NA		1998
				To:	54-1108											
<div>1109</div> <div>54</div>	0.08	50	R	From:	54-1108						NA			NA		1998
				To:	54-1115											
<div>1109</div> <div>54</div>	0.27	100	R	From:	54-1115						NA			NA		1998
				To:	54-1116											
<div>1109</div> <div>54</div>	0.08	70	R	From:	54-1116						NA			NA		1998
				To:	54-1106											
<div>1110</div> <div>54</div>	0.07	20	R	From:	54-1105						NA			NA		1998
				To:	54-1117											
<div>1110</div> <div>54</div>	0.06	110	R	From:	54-1117						NA			NA		1998
				To:	54-1118											
<div>1110</div> <div>54</div>	0.05	140	R	From:	54-1118						NA			NA		1998
				To:	US 522											
<div>1110</div> <div>54</div>	0.07	480	R	From:	US 522						NA			NA		1998
				To:	54-1107											



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Mineral																
<div>1110</div> <div>54</div>	0.12	40	R	From:	54-1107					NA			NA		1998	
<div>1110</div> <div>54</div>	0.09	20	R	To:	54-1103					NA			NA		1998	
				From:	Dead End											
<div>1111</div> <div>54</div>	0.01	20	R	To:	Dead End					NA			NA		1998	
<div>1111</div> <div>54</div>	0.12	30	R	From:	0.01 ME Dead End					NA			NA		1998	
<div>1111</div> <div>54</div>	0.01	100	R	To:	54-1117					NA			NA		1998	
<div>1111</div> <div>54</div>	0.05	190	R	From:	54-1121					NA			NA		1998	
<div>1111</div> <div>54</div>	0.02	150	R	To:	US 522					NA			NA		1998	
<div>1111</div> <div>54</div>				From:	54-1125											
<div>1112</div> <div>54</div>	0.04	120	R	To:	Dead End					NA			NA		1998	
				From:	US 522; SR 22											
<div>1113</div> <div>54</div>	0.06	48	R	To:	54-1117					NA			NA		10/15/2001	
<div>1113</div> <div>54</div>	0.05	60	R	From:	54-1118					NA			NA		1998	
				To:	US 522											
<div>1114</div> <div>54</div>	0.02	80	R	From:	54-1119					NA			NA		1998	
<div>1114</div> <div>54</div>	0.03	140	R	To:	54-1107 WEST					NA			NA		1998	
<div>1114</div> <div>54</div>	0.11	30	R	From:	54-1107 EAST					NA			NA		1998	
<div>1114</div> <div>54</div>	0.02	20	R	To:	54-1103					NA			NA		1998	
<div>1114</div> <div>54</div>	0.05	9	R	From:	0.02 ME 54-1103					NA			NA		1998	
<div>1114</div> <div>54</div>				To:	54-1104											
<div>1115</div> <div>54</div>	0.21	80	R	From:	54-1127					NA			NA		10/15/2001	
<div>1115</div> <div>54</div>	0.07	60	R	To:	54-1109					NA			NA		1998	
<div>1115</div> <div>54</div>	0.06	110	R	From:	54-1105					NA			NA		1998	
<div>1115</div> <div>54</div>	0.05	60	R	To:	54-1117					NA			NA		1998	
<div>1115</div> <div>54</div>	0.07	90	R	From:	0.05 ME 54-1117					NA			NA		1998	
<div>1116</div> <div>54</div>	0.06	140	R	To:	US 522											
<div>1116</div> <div>54</div>	0.07	180	R	From:	54-1109					NA			NA		1998	
<div>1116</div> <div>54</div>	0.07	180	R	To:	54-1105					NA			NA		1998	
<div>1116</div> <div>54</div>	0.06	280	R	From:	54-1117					NA			NA		1998	
<div>1116</div> <div>54</div>				To:	54-1118											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Mineral																
1116 54	0.05	290	R	From:	54-1118						NA			NA		1998
				To:	US 522											
1116 54	0.03	180	R	From:							NA			NA		1998
				To:	Dead End											
1117 54	0.08	60	R	From:	54-1108						NA			NA		1998
				To:	54-1115											
1117 54	0.20	80	R	From:							NA			NA		1998
				To:	54-1110											
1117 54	0.07	60	R	From:							NA			NA		1998
				To:	54-1106											
1117 54	0.08	70	R	From:							NA			NA		10/15/2001
				To:	54-1111											
1118 54	0.09	20	R	From:	54-1113						NA			NA		1998
				To:	54-1110											
1118 54	0.07	3	R	From:							NA			NA		10/15/2001
				To:	54-1116											
1119 54	0.08	140	R	From:	US 522						NA			NA		1998
				To:	54-1114											
1120 54	0.04	20	R	From:	54-1107						NA			NA		10/15/2001
				To:	Dead End											
1121 54	0.08	60	R	From:	54-1106						NA			NA		10/15/2001
				To:	54-1111											
1121 54	0.04	1	R	From:							NA			NA		10/15/2001
				To:	Dead End											
1123 54	0.07	90	R	From:	54-1127						NA			NA		10/15/2001
				To:	54-1126											
1123 54	0.07	120	R	From:							NA			NA		10/15/2001
				To:	54-1124											
1123 54	0.07	110	R	From:							NA			NA		1998
				To:	54-1109											
1124 54	0.12	80	R	From:	SCL MINERAL						NA			NA		1998
				To:	54-1123											
1124 54	0.04	20	R	From:							NA			NA		1998
				To:	Dead End											
1125 54	0.08	120	R	From:	54-1111						NA			NA		1998
				To:	US 522											
1126 54	0.03	10	R	From:	54-1123						NA			NA		10/15/2001
				To:	Dead End											
1126 54	0.08	NA		From:	54-01108(L)/Gap Terminus/						NA			NA		
				To:	54-01115(B)/											
1127 54	0.15	30	R	From:	54-1123						NA			NA		10/15/2001
				To:	54-1115											